

# Evening Bulletin

With which is incorporated the "Independent."

VOL. 1. NO. 149.

HONOLULU, H. I., SATURDAY, NOVEMBER 9, 1895.

PRICE 5 CENTS.

## THE Evening Bulletin

With which is incorporated the INDEPENDENT.

Hawaiian Copyright by A. V. GEAR, June 22, 1895.

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**SUBSCRIPTION RATES.**

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Liberal allowance on yearly and half yearly contracts.

Address all communications to the editorial department to "Editor Bulletin," Business letters should be addressed to "Manager Evening Bulletin."

Telephone 206. P. O. Box 89.

B. L. FINNEY, Manager.

## AYER'S Cherry Pectoral

HAS NO EQUAL

FOR THE RAPID CURE OF

Colds, Coughs,

Influenza, and

SORE THROAT.



It will relieve the most distressing cough, soothe the inflamed membrane, loosen the phlegm, and induce refreshing sleep. For the cure of Croup, Whooping Cough, Sore Throat, and all the pulmonary troubles to which the young are so liable, there is no other remedy so effective as

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Made by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

Beware of cheap imitations. The name—Ayer's Cherry Pectoral—is prominent on the wrapper, and is blown in the glass of each of our bottles.

Hollister Drug Co., Ltd.

Sole Agents for the Republic of Hawaii.

## Something Interesting!

Imports of Champagne Into the United States,

FROM JAN. 1ST TO JUNE 1ST, 1895.

	Cases.
G. H. Mumm & Co.'s extra dry.....	30,831
Pommery & Greno.....	11,798
Muet & Chandon.....	9,608
Heidsieck & Co., (dry Monopole).....	7,501
Louis Roederer.....	3,438
Ruinart.....	3,136
Perrier-Jouet.....	3,286
Irray & Co.....	1,785
Vve. Clicquot.....	2,378
Bouche Sec.....	392
Delbeck & Co.....	728
St. Marcoux.....	334
Krug & Co.....	270
Chas. Heidsieck.....	355
Various.....	5,419
Total.....	81,859

COMPILED FROM CUSTOM HOUSE RECORDS.

Macfarlane & Co.,

Sole Agents for G. H. Mumm & Co.

for the Hawaiian Islands.

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## OUR BICYCLE CONTEST.

The Result Will be Posted Outside the Office Today.

Owing to the pressure of business today, the committee which is engaged in counting the ballots in the BULLETIN'S Bicycle Contest were unable to furnish the totals in time for publication. The committee adopted the Advertiser's form of counting votes last night and found that it was a failure and they will hereafter count them on the plan originally used by them.

The result of today's count will be posted up on a bulletin board in front of the business office as soon as completed, as the paper goes to press on Saturdays an hour earlier than usual.

## THE ADVERTISER'S RACE.

Put Off Till Wednesday On Account of the Weather.

The Advertiser's voting contest terminated last night, with the result that George Angus got 3593 votes Tom King 3318 and Sylvester 2383. These three were to have raced over a ten-mile course this afternoon but owing to the muddy condition of the roads a postponement has been deemed necessary by those interested.

As at present decided on the race will take place on Wednesday afternoon and the start will be made from Union square at a quarter to five sharp. By agreement of the contestants the course will be slightly changed at the turn near Campbell's. The race will be run over the exact 10-mile course laid out by the crack rider, Terrell, when he was here.

## NEWS FROM KOEBELE.

The Professor Will go to Macao and Manila.

The BULLETIN has been permitted to copy the following from a letter of Professor Koebele to Commissioner Menden, received by the Coptic, dated at Hongkong, October 15th:

"I have been here two days and could as yet not find much of importance. The large coccinella I had sent from Ceylon is here as well and also feeding on the Cam-bus aphid, not yet on the islands. This morning I found the leerya on a rose that I do not know for certain and on it the larva of a vedalia rodalia, but only in small numbers. As yet I have no hopes of securing much for you here, but will send some things by next steamer. Will go to Canton this evening and afterwards to Macao. Then it will be best to go over to Manila Islands, so as to return for material for next steamer, when I hope to report better progress."

"At present no passports can be obtained to travel in the interior, which at any time can hardly be done alone, as a fellow has to take his boat, cook, food, water and everything with him. The natives will not even sell water to a foreigner, as your consul informs me."

"With the exception of the island of Hongkong this is about the poorest country I have seen. As far as one can see there are nothing but bare and rocky hills without any trees or vegetation; up the river it may look better and I have not lost all hope."

The walls of the Kawaiahao church grounds may be a good medium for advertising the merits of bicycles, but the columns of the BULLETIN are better.

The fight as to which shall be the most popular bicycle is waxing warm and the contest may be a hot one before November 27.

## A JOLLY GOOD SKIPPER.

CAPTAIN GATES OF THE S. P. HITCHCOCK THE MAN.

Mosquito Nets, Beer and Soft Tack for His Sailors—How to Keep a Crew.

During his long stay here while waiting for a sugar cargo, Captain Gates of the ship S. P. Hitchcock has made a large number of friends and deservedly so. He is a jolly whole-souled fellow who believes in the Golden Rule, doing unto others as he would be done by. He not only believes in the rule, but, as far as in him lies, he practices it. Unlike many captains he is the same all the year round, at sea and on shore. He is not one of the goody-goody skippers who are saints while their vessels are in port and under the eyes of a consul, but regular slave-drivers when out of sight of land. Captain Gates believes in treating his crew well and he does it. And strange to say he finds that it pays him very well indeed, and his owners a good deal better. They are so well pleased



CAPTAIN E. V. GATES.

with the way he runs his ship that his expense bill is never criticized, it is sufficient for them that Captain Gates ordered the articles in the bill.

As an instance in point most owners would kick about an item of two dozen mosquito nets in a captain's account and would not allow it for a moment. Not so Captain Gates's owners, for they know that he had good use for them when he bought them. The first night his ship was in this port every man on board was furnished with a mosquito net, an unheard of luxury in the fore-castle of 999 vessels out of a thousand. And maybe the crew did not appreciate their captain's thoughtfulness. You would think so if you heard them tell of it up-town.

Having been there himself Captain Gates knows that his seamen, in common with others, are partial to beer and other intoxicants, and strange to say when in port he sees that they have all that is good for them. On the day following his arrival here the work of discharging ballast was commenced. It was pretty hard work and it was a very hot day. The cook gave the crew a fine dinner of shore food, and just as they were setting down to dinner one of Jim Dadd's wagons drew up on the wharf and delivered at the fore-castle door five dozen pint bottles of Enterprise beer nicely packed in ice.

Captain Gates had ordered the beer sent when he went up town in the morning, and what is more the allowance was kept up every day while the vessel was in port.

These are only a couple of instances of Captain Gates's treatment of his men. Is it any wonder that they reciprocated?

Those few bottles of beer got out several hundreds tons of ballast in half the time which would usually be required. The men worked with a will, and on board the Hitchcock they always do. Whatever work is necessary to be done is done quickly and done well, and after that the men's time is their own.

Nevertheless Captain Gates is the boss of the ship and the men know it and respect him. One word from him will accomplish more than a volume of oaths from the mouths of many captains. Speaking of his experiences in handling men he said to the BULLETIN's informant: "I never have any trouble with my men and don't allow my officers to. There is no occasion for it. I treat them as well as is good for them and they return that treatment by faithful work. In a financial sense I find that it pays. I never have to advertise or pay rewards for deserting sailors, for somehow or other my men never desert me. I never have to be in port waiting for a crew. In several recent voyages I have never split a sail or lost a spar. This is partly good luck, of course, but I give the men credit for most of it, for they have the handling of them, not me. There are men on the Hitchcock who have been with me seven years. Do you think they will desert the vessel? Not much, you couldn't drive them away."

There are not many captains in the merchant service who would give an entire ship's crew shore leave the day before sailing on the long voyage from Honolulu to New York, and yet that is what Captain Gates did the day before yesterday. Each man was given enough money for him to have a good time on and told to be back on the ship at a certain hour. With two or three exceptions they were all there, the exceptions being too drunk to get down to the wharf. The police found these without trouble and put them on board on a hint from the Captain that he was ready to sail. The men did not desert but simply got too drunk to get back to the ship.

Captain Gates believes in sailing full-handed and always has three or four men more than the regulation number, and he will insist when his brother captains remonstrate with him on the extra expense that he makes money for his owners and himself by doing so.

And that is why the owners of the S. P. Hitchcock never scrutinize Captain Gates's expense bills and why he never has any trouble with his men. A more willing and a better treated crew never sailed from this port than sailed yesterday on the S. P. Hitchcock.

## Another Blow at American Traffic.

Consul Charles Seymour writes the Department of State from Canton, China, that two large British steamers have left that country with a general line of Chinese and Japanese productions for New York. The vessels go by the Suez canal route, and took their cargoes at the extremely low rate of \$6 per ton of forty cubic feet.

At this rate the products of Eastern Asia can be delivered in New York at less cost for transportation than is required for conveying the freight across any one of the large States, and for about one-fourth of the price paid from New York or any American Atlantic port to Asia by the overland railroad to American ports on the Pacific and then by the several steamship lines to Japan and China.

"Thus," says Mr. Seymour, "not only are American and other sailing vessels to suffer from this new steamship rate, but this new ocean freight war must seriously affect all of the great steamship interests between China and American ports on the Pacific and American transcontinental trade."

The world moves—on a wheel.

## LATEST FOREIGN NEWS.

RUSSIA PROVOKES ENGLAND TO THREATS OF WAR.

Durrant Trial Nearing the End—United States to Recognize Cuban Rebels—News From Everywhere.

SAN FRANCISCO, Oct. 26. (By Bark S. C. Allen.)

## UNITED STATES.

Attorney Dickinson addressed the jury for the defense in the trial of Durrant on Friday the 25th, speaking all day. At 4 o'clock he asked the Court to allow him to conclude at the next session. As some of the jury had business they wished to do on Monday, the Court adjourned until Tuesday.

Mrs. Schwartz, mother of I. Schwartz of San Francisco, died lately at Christchurch, New Zealand. It was her father, Lazarus Schtraus, who, while on sentinel duty, refused to allow Napoleon Bonaparte, disguised as a peasant, to pass the gate. For this act he was promoted, and afterward given a medal.

W. A. Terrell of San Jose won two handicap races on the Salt Lake bicycle track. His time for two-thirds of a mile was 1:18 4-5. Charlie Coulter made the record for the same distance, the same day, at Louisville, his time being 1:09 2-5, and Crooks and Weing lowered the mile record to 1:50.

C. D. Rose of England has withdrawn his challenge for the America cup.

Cecil Stewart, who left New Zealand to circle the world against time on a wager, is likely to lose. He was to be in Boston on the 25th, but only secured passage for there at Chicago on a cattle train that day.

Corbett is waiting for Fitzsimmons at El Paso, Texas.

Edna Schmidt, the daughter of a Chicago millionaire, has run away and married her father's coachman.

A majority of the Oakland Council will vote for Sunday closing of saloons.

Rev. D. Hanson Irwin, Presbyterian, of San Francisco, has died at the age of 29 after a surgical operation for appendicitis.

Saloon licenses have been graded at Stockton, Cal., according to the hours the saloons are kept open. All have taken the lowest grade, the hours being from 7 in the morning until 9 at night. This will reduce the city's revenue from licenses to a third of what it was.

It is proposed to form a new State of portions of Minnesota, Michigan and Wisconsin.

Sixteen Presbyterian missionaries for the Orient left Tacoma by the S. S. Victoria.

The President of Ann Arbor University refused to introduce David B. Hill when he lectured to the 2000 students.

Senator Sherman will attend the National Republican Convention as a spectator. He is for McKinley.

New Jersey's State Federation of Women's Clubs agreed to make individual effort for Mrs. Maybrick's release from prison in England, but would not adopt a petition to Queen Victoria, as some of the members desired.

The Vicksburg National Military Park Association is the result of the visit of Western men to the battle ground incidental to the waterways convention.

Treasury cash balance, \$182,183,698; gold reserve, \$93,491,087.

A grand fin de siècle exposition at Washington in 1900 is proposed.

Rear Admiral C. C. Carpenter is to be retired, after his relief on the Asiatic station by Commodore McNair.

The Nicaragua Canal Commission will report in favor of the canal as having the best route.

Six decrees for foreclosure were granted at Riverside, Cal., for amounts aggregating nearly \$200,000 in connection with the Pacific Bank wreck.

## WAR SCARE.

Caused by Russia's Arrangement With China.

From London on October 25 the following is telegraphed: A dispatch from Shanghai yesterday afternoon, announcing the departure of a fleet of fifteen Russian war ships from Vladivostok for Chemulpo and Fusan, Korea, and the Times dispatch from Hongkong announcing that Russia had obtained the right to anchor her fleet at Port Arthur and construct railroads on the Liaotung peninsula, are looked upon in general as a sudden reopening in an unexpected quarter of the far Eastern question in its widest sense.

It is admitted here that the situation is so grave that, should the news prove true, it would make a war, in which several nations will take part, more than probable. It should be added that there is every reason to believe that the story from Hongkong is authentic. The afternoon papers of this city all publish long articles agreeing that British intervention in the far East is necessary.

The St. James Gazette says that "even war with Russia would be less disastrous than to allow her without a blow to get such a grip upon China."

The Pall Mall Gazette says, "Russia has annexed China," and in the course of a long article adds, "If this treaty is to stand, roll up the map of Asia." It urges the reoccupation of Port Hamilton by the British and the immediate strengthening of the British fleet in the Chinese waters "lest Japan lose her fleet at the first blow."

Since this important news was circulated, the greatest activity has been displayed in the Government offices here, particularly at the Foreign Office and at the Admiralty, and the coming and going of messengers was continuous throughout the morning and business hours of the afternoon.

A Washington dispatch of October 25 says: While nothing official can be learned in Washington with reference to the alleged secret treaty between Russia and China, it is not doubted that some understanding exists between the two countries which will result to their mutual advantage.

From the beginning of the war between China and Japan, Russia, it was repeatedly said, was endeavoring to effect some arrangement with China or Japan which would give her a proper terminus for her great railway. Vladivostok, which is now the eastern terminus of the road, is in so northerly a latitude that the harbor is filled with ice for at least half of the year. Russia is compelled, therefore, to find another terminus, which will be open to navigation uninterruptedly.

## EUROPE.

Sir Charles Halle, the noted pianist, has died at Manchester, aged 77 years.

Jabez Balfour, the Liberator companies wrecker, who was extradited from the Argentine Republic after much delay, is on trial in London.

St. Robert Peel, lately Speaker of the House of Commons, has compromised with his creditors at 50 per cent. He owed Mrs. Langtry about \$18,000.

(Continued on 3th page.)